

IN THE SPECIFICATION:

Please amend the specification as follows:

At page 14, paragraph [0026], please amend as follows:

--Here, when the steering shaft 20 inclines with respect to a direction indicated by an arrow A of Figure 3, the first bellows 3a, which is farther from a center of rotation of the oblique movement, has a larger amount of deformation than the second bellows 3b, which is close to the center of rotation thereof. Thus, in the present embodiment, the curvature of the apex portion 10a of the first bellows 3a located closest to the vehicle compartment 17 side is made larger than the curvature of the apex portion 10b of the second bellows 3b. In other words, a curvature radius of the apex portion 10a is made smaller than that of the apex portion 10b. With the features as described above, length of the ~~inclined portion 9a~~ inclined portion 9b in the first bellows 3a can be made longer than the ~~inclined portion 9a~~ inclined portions 9a, 9b of the second bellows 3b without changing an angle of the inclined portion 9a of both bellows 3a, 3b, and since the apex portion 10a of the first bellows 3a becomes easier to flex, the first bellows 3a can be made easier to become deformed larger in a radial direction of the steering shaft 20 than the second bellows 3b. Thereby, the follow-up properties of the main body 30 of dust seal to inclination or deviation or the like of the steering shaft 20 can be improved.--

At page 17, paragraph [0032], please amend as follows:

--On the outer peripheral surface of the bush 2, there are formed a fitted-in portion 22 in which each fixed portion 32a, 32b of ~~the first, second bellows 3~~ the first, second bellows 3a, 3b is fitted, and a stepped portion 14 for preventing the main body 30 of dust

seal from coming off. In the case of the present embodiment, the stepped portion 14 is formed by a flange formed on one end portion of the bush 2, for example, the end portion on the engine room 18 side. Also, on an end portion at a side opposite to the end portion on which the flange 14 of the bush 2 is formed, that is, on an end portion on the vehicle compartment 17 side, there is fixed an installation portion 5. In the outer peripheral surface of the fitted-in portion 22, a plurality of annular convex portions 13 are formed, and on the inner periphery of each fixed portion 32a, 32b of the first, second bellows 3a, 3b, there are formed annular grooves in which the convex portions 13 fit. The convex portions 13 are fitted in the grooves of the fixed portion 32a, 32b, whereby the sealing properties between the bush 2 and the first, second bellows 3a, 3b is enhanced, and the first, second bellows 3a, 3b is prevented from deviating and coming off from the bush 2. On the second bellows 3b to be arranged on the engine room 18 side, there is formed a stepped portion 15 which is caught by a flange 14 formed on the bush 2. Therefore, the fixed portion 32a, 32b of the first, second bellows 3a, 3b is sandwiched and fixed between the fixing member 5 and the flange 14; the fixing member 5 prevents the main body 30 of dust seal from coming off toward the vehicle compartment 17 side; and the flange 14 prevents the main body 30 of dust seal from coming off toward the engine room 18 side.--

At page 19, paragraph [0034], please amend as follows:

--The main body 30 of dust seal for closing a clearance (column hole) between the bush 2 and the ~~panel 23~~ hole cover 23 is fixed to the bush 2 only with its tightening force because an annular end portion inside each the first, second bellows 3a, 3b, that is, a fixed portion 32a, 32b is fitted in the bush 2, and is more reliably fixed by further tightening from

the surroundings by the fixing member 5. Thus, the dust cover 1 for a steering shaft according to the present embodiment uses the fixing member 5 for tightening the fixed portion 32a, 32b of the end portion of a plurality of bellows 3 on the inner periphery side to thereby press and fix the bush 2. In this case, the fixed portion 32a, 32b of the bellows 3 at the inner periphery end is sandwiched between the bush 2 and the fixing member 5 and restrained to the bush 2. Since a tightening force which the fixing member 5 gives to the fixed portion 32a, 32b at each inner periphery end is received by the bush 2, smooth rotation of the steering shaft 20 is not prevented. In other words, the bellows 3 can be reliably fixed to the bush 2 without deteriorating the sliding properties of the steering shaft 20 to the bush 2.--

At page 23, paragraph [0040], please amend as follows:

--In this respect, although the above-described embodiment is an example of preferred embodiments according to the present invention, the present invention is not limited thereto, but can be carried out by modifying in various ways without departing from the gist of the invention. Depending on, for example, a requirement for space savings within the vehicle compartment 17 or for the design or the like, there may be provided a dust cover 1 for a steering shaft in which the bush 2 is in advance obliquely arranged with respect to an installation ~~panel 23~~ panel 19 as shown in Figures 6 to 8. In Figures 6 to 8, component elements identical to those in the above-described embodiment are designated by the identical reference numerals. In examples shown in Figures 6 to 8, the first bellows 3a and the second bellows 3b are formed as a separate member respectively, and are to be integrally combined by fitting in the end portions of the first bellows 3a and the second bellows 3b on their mutual outer periphery side. For example, the outer peripheral end of

the first, second bellows 3a, 3b is oblong, and they are fitted in each other with the reinforcement member 6 interposed there between. The outer peripheral end of the second bellows 3b has an oblong tubular portion 31a which abuts against the inner peripheral surface of the column hole formed on the panel 19, and the outer peripheral end of the first bellows 3a has an oblong flange portion 31b which abuts against the peripheral edge of the column hole formed on the panel 19. In the tubular portion 31a of the second bellows 3b, there is fitted a reinforcement member 6, and a collar 6a of the reinforcement member 6 is fitted in the flange portion 31b of the first bellows 3a. Thereby, each outer peripheral end of the first bellows 3a and the second bellows 3b is integrally combined, and these outer peripheral ends which are made integral become an installation portion 31 to be fitted in the panel 19. Thus, a portion for extending on the inner periphery side from each outer peripheral end of the first, second bellows 3a, 3b supports the projected portion 8a, 8b obliquely to the panel 19, whereby the bush 2 is supported obliquely to the panel 19 by the fixed portion 32a, 32b of the first, second bellows 3a, 3b, and the steering shaft 20 is supported by the bush 2 such that it becomes oblique to the panel 19 initially. When a plurality of bellows 3a and 3b are made separate from each other as described above, and when the main body 30 of dust seal is formed using a mold, there is an advantage that pattern draw becomes easier.--